(c) Introduction of direct train services between Guwahati-Puri, Guwahati-Hyderabad and additional services on Guwahati-Mumabi sector is not feasible at present due to operational and resource constraints.

Utilisation of labour force

†1775. SHRI ONKAR SINGH LAKHAWAT: Will the Minister of RAILWAYS be pleased to state:

(a) what steps are being taken for promotion and alteration of loco and carriage factories and full utilisation of labour of the employees after gauge conversion of most of metre gauge lines in Ajmer; and

(b) what is the plan of Government for development of the Madar Railway Station and its adjoining areas?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The following works were sanctioned for BG conversion and upgradation of Ajmer Carriage & Loco shops:

(*Rs. in crores*)

Sl.No.	Year of Approval	Name of work	Cost
1.	1995-96	Ajmer Cariage & Wagon workhop—conversion from Metre Gauge for Periodical Overhauling of 150 Broad Gauge passenger coaches.	7.41
2.	1996-97	Ajmer Loco Workshops—Broad Gauge wagon Periodical Overhauling facilities.	3.17
3.	1996-97	Ajmer Carriage & Wagon workshop—Additional facilities for Periodical Overhauling and corrosion repair of Broad Gauge AC coaches.	3.08

The manpower is being optimally utilised and the workshop is already undertaking overhaul of BG & MG rolling stock as per requirements.

(b) Madar is a small station dealing with meagre volume of passenger traffic. Amenities commensurate with the volume of traffic have already been provided. There are no plans at present for further development.

Sakaleshpur-Kadur-Chickamagalur rail line

1776. SHRI JANARDHANA POOJARY: Will the Minister of RAILWAYS be pleased to state:

†Original Notice of the question was received in Hindi.